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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 367.

日五初月五年二十二緒光

MONDAY, JUNE 15, 1896.

一拜禮 號五十月六英港香

THIRTY DOLLARS
PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
79, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL £1,000,000
SUBSCRIBED £1,125,000
PAID-UP £562,500
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 3 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS—
For 12 Months..... 4 per cent.
" 6 "..... 3 1/2 " "
" 3 "..... 3 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITIES OF SHARE-
HOLDERS £300,000
RESERVE FUND £345,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 3 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.
" 6 "..... 3 1/2 " "
" 3 "..... 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL £100,000,000
RESERVE FUND £5,750,000
RESERVE LIABILITY OF PROPRIETORS £100,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq., Chairman.
St. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Kramer, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Eckstein, Esq., R. Shekwa, Esq.,
R. M. Gray, Esq., N. A. Shekwa, Esq.,
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.,
MANAGER:
Shanghai—J. P. WARD, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 3 per cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [31]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [13]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorized Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.
Court of Directors:—
D. Gillies, Esq., Chow Tung Shang, Esq.,
H. Stollert, Esq., Kwan Hoi Chau, Esq.,
Chan Kit Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895. [7]

NOTICE.
A SPECIAL SESSION of HER
MAJESTY'S JUSTICES of the PEACE
will be held in the JUSTICES' ROOM, at the
MAGISTRACY, at 2.30 o'clock in the Afternoon of
TOMORROW, the 16th day of June, A.D. 1896,
for the purpose of considering an application
from one J. C. L. ROUGH for the Transfer of
his Publican's Licence to Sell and Retail Intoxicating
Liquors on the Premises situate at houses
Nos. 38 and 39, Praya East, under the sign of
"THE PRAYA EAST HOTEL" to one JOHN
ALEXANDER DREWES.

WM. C. H. HASTINGS,
Acting Police Magistrate.
Magistracy,
Hongkong, 4th June, 1896. [949]

THE HONGKONG ELECTRIC COMPANY,
LIMITED.
NOTICE is hereby given that the
SEVENTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in the
above COMPANY will be held at the Company's
Office, No. 27, Queen's Road, on SATURDAY,
the 20th June, at Noon, for the purpose of
presenting the Report of the Directors, together
with a Statement of Accounts to 30th April,
1896, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 20th June,
both days inclusive.
By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 2nd June, 1896. [925]

Insurances.

THE
STANDARD LIFE ASSURANCE
COMPANY
has long taken the lead in SIMPLIFYING the
CONDITIONS and LIBERALISING the
CONTRACT of LIFE ASSURANCE, thereby
giving greatly increased Security to the Holders
of the Company's Policies.

For full Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 2nd March, 1896. [464]

EMPRESS ASSURANCE CORPORATION,
LIMITED.
FIRE AND MARINE.
WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Hongkong, 28th April, 1896. [742]

THE MANCHESTER FIRE ASSURANCE
COMPANY.
ESTABLISHED A.D. 1824.

CAPITAL £3,000,000
TOTAL FUNDS AND SECURITIES £4,430,053
NET ANNUAL FIRE PREMIUM £757,478
HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 2nd January, 1896. [910]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [34]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000 \$833,333.33
EQUAL TO RESERVE FUND \$312,000.00
BOARD OF DIRECTORS:
LEE SENG, Esq., LO YUE MOON, Esq.,
LOU TEO SHUN, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.
HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 19th December, 1895. [43]

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED £1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 25th May, 1896. [247]

Intimations.

THE HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.
NOTICE is hereby given that an
EXTRAORDINARY GENERAL
MEETING of the above COMPANY will be held
at the COMPANY'S OFFICE, No. 14, Praya
Central, Hongkong, on MONDAY, the 22nd
day of June, 1896, at 3 o'clock P.M., when the
Subscribed Resolutions will be proposed.
That the Articles of Association be altered in
manner following:—

(a) Paragraph 10 of Article 2, which now
reads as follows:—"Auditors, Secretary,
and Manager mean those respective
Officers from time to time of the
Company" and the marginal note of the
same paragraph shall be cancelled, and in lieu
thereof the following marginal note shall be
inserted, that is to say,
"Chief Manager,
Secretary, and
Auditors."

(b) In Article 60 the words "One Thousand
Dollars" shall be eliminated and there
shall be substituted therefor the words
"Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager"
shall be substituted for the word
"Manager."

(d) In Article 72 and in the marginal note
thereof the word "Manager" when it
occurs, shall be eliminated and the
words "Chief Manager" shall be
substituted therefor.

(e) At the end of Articles 83 and 84 there
shall be added the words "or Chief
Manager."

Should the above Resolution be duly passed
it will be submitted for confirmation as a Special
Resolution to a second Extraordinary General
Meeting which will be subsequently convened.
Dated the 10th day of June, 1896.
By Order of the Board,
THOS. I. ROSE,
Secretary.

CAROLINEUM-AVENARIUS
Used for 20 Years.
With the Utmost Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SCHIELE & Co.
Hongkong, 15th May, 1896. [321]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, via Marseilles, R. L. Haddock, R.N.R., About 17th June... {Freight or Passage.
LONDON, via Marseilles, G. K. Wright, R.N.R., Noon, 18th June... {See Special
JAPAN, via Yokohama, C. H. S. Tockay, R.N.R., Noon, 19th June... {Advertisement.
LONDON, via Japan, T. Leigh, R.N.R., About 27th June... {Freight or Passage.
SHANGHAI, via Peking, J. F. Jephson, R.N.R., About 29th June... {Freight or Passage.
For Further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 13th June, 1896. [431]

THE PHARMACY.

TANSAN, TANSAN, TANSAN.
This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.
Sole Agents for HONGKONG and SOUTH OF CHINA—
FLETCHER & CO.
and
CARMICHAEL & CO.
605—

IND COOPE & CO.'S
ALE AND STOUT
IS LIGHTER IN BODY AND OF LESS ALCOHOLIC
STRENGTH THAN MOST ENGLISH BREWS.

TRADE MARK. 洋行
YUEN WO.
TELEPHONE, No. 135.
SOLE AGENTS:—
Per 4 Dos. Quarts.....\$18
Per 8 Dos. Pints.....\$18

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 8th June, 1896. [420]

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS.

BRASSEY'S NAVAL ANNUAL.
Catalogue Salon Illustré—1896.
Figaro Salon—1896.
L'illustration Salon.
Rome, par Emile Zola.
Graphic Special Academy Numbers.

ROYAL ACADEMY PICTURES.
Tourist's Guide to Japan.
Stranger's Hand-Book to the Japanese
Language.
Japanese Fairy Tales.
New Stock Silurian Note Paper and Envelopes.

BOOKS, STATIONERY and FANCY GOODS.
WAREHOUSE:—QUEEN'S ROAD, HONGKONG.
Hongkong, 21th June, 1896. [899]

AT THE HOTEL.
THREE PRIZES.

NOTICE.
The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India.
This BUTTER is guaranteed PURE and of THE FINEST QUALITY.

RETAIL PRICE.....80 Cents per lb.
THE HONGKONG BUTCHERY,
CENTRAL MARKET.
J. TATAM,
PROPRIETOR.
Hongkong, 1st June, 1895. [420]

MOUNT AUSTIN
HOTEL.
1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG.
A. B. C. Code.
No. 31.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.
For further Particulars apply to THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896. [420]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.
BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING
COMPOSITION is acknowledged to be the best in the East.
TESTIMONIALS referring to above may be seen anytime at this Office.
ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896. W. JACKSON, Manager. [130]

"EXTRA SPECIAL FINEST LIQUEUR WHISKY."

PER 1 DOZ. BOTTLES.....\$12.00.
Full strength, thoroughly matured by age and Very
Pure; this Whisky has by far the largest sale of
any Brand in Hongkong and China.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 13th June, 1896. [39]

FOR SALE. G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints.....\$35 per case.
do " " quarts.....\$33 " "
SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [803]

EXPLOSION IMPOSSIBLE. IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES and LAUNCHES.
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

LANE, CRAWFORD & CO.

NEW GOODS "ADEN," "PAKLING," &c.
TABLE DAMASK and CLOTHS.
NEW BARATHEA and ALMA—DUCK and DRILL—TROPICALS and LAWN TENNIS
FLANNELS.

THIN MATERIAL for DRESS SUITS.
LINCOLN and BENNETT'S HATS.
DAWSON'S SUMMER SHOES.

The Newest Music—in the NEW PIANO DEPARTMENT, which is ready for Visitors.
NEW SOFA CARPETS and TAPESTRY SQUARES.
COOKING STOVES—"ADDRESS," "HOSTESS," "SIGNORA," &c.
STORES, WINES, &c., for BOATING PARTIES,
&c., &c.

LANE, CRAWFORD & CO.
Hongkong, 2nd June, 1896. [273]

THE CLUB HOTEL. HOTEL METROPOLE.

5, BUND, YOKOHAMA.
1, TSUKUJI, TOKYO.
FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of dressing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA.
L. DEWETTE, Manager, TOKYO.

TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board ship.
We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.
Call Flag "W."

J. W. KEW & Co.,
WATER-BOAT CO.,
15, Praya Central,
Hongkong, 14th October, 1895. [925]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.
I am now in a position, in his New and Com-
modious Premises, to achieve, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 2nd September, 1896. [44]

Today's
Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 15th June, 1896. [973]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"CHELYDRA,"
Captain R. Cass, will be despatched as above TO-MORROW, the 16th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th June, 1896. [945]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NIUCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"ORESTES,"
Captain Palford, will be despatched as above TO-MORROW, the 16th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [979]

THE Steamship
FOR YOKOHAMA AND KOBE.

"MACDUFF,"
Captain Thomson, will be despatched on WEDNESDAY, the 17th instant, at Daylight.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [932]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Robinson, will be despatched for the above Ports on WEDNESDAY, the 17th instant, at 10 A.M., and not as previously notified.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 15th June, 1896. [978]

"BEN" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship

"BENGLOE,"
Captain Thomson, will be despatched as above on WEDNESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th June, 1896. [983]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Steamship

"TAIWAN,"
Captain Benson, will be despatched on THURSDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [989]

"BEN" LINE OF STEAMERS.
FOR SHANGHAI.
THE Steamship

"BENLAVERS,"
Captain Webb, will be despatched as above on FRIDAY, the 19th instant, at Noon.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th June, 1896. [985]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"LIGHTNING,"
Captain J. G. Spencer, will be despatched for the above Ports on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th June, 1896. [990]

FOR PENANG AND SINGAPORE.
THE Steamship

"INGRABAN,"
Captain Diederichsen, is expected to arrive here on THURSDAY, the 18th instant, and will leave for the above Ports (proceeding direct to PENANG and calling at SINGAPORE on the return voyage to HONGKONG) on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to
FOOK CHEONG AH YON & Co.,
44, Praya Central.
Hongkong, 15th June, 1896. [982]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Steamship

"NANCHANG,"
Captain Finlayson, will be despatched on MONDAY, the 22nd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [980]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR KOBE.

"AUSTRALIAN,"
Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th June, 1896. [984]

Today's
Advertisements.

H.M.S. "OPOSSUM."

TENDERS will be received by the NAVAL STOREKEEPER up to NOON on the 15th instant, for the Purchase of the above-named Vessel as she lies in Hongkong Harbour.

The following Stores now belonging to the Vessel will NOT be sold with her:

ANCHORS,
CABLES,
MOORING PLANT,
STERN ROLLERS and FITTINGS.

The right to decline any or all Tenders is reserved.
Inspecting Orders may be obtained on application to the MASTER ATTENDANT, Naval Yard, H.M. Naval Yard, Hongkong, 15th June, 1896. [988]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA."
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

"J. S. VAN BUREN,"
Agent.
Hongkong, 15th June, 1896. [977]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 17th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th June, 1896. [981]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "BENGLOE,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th June, 1896. [986]

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.

SODA WATER.
LEMONADE.

GINGER ALE.
SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 15th June, 1896. [427]

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, brought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LIST.
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are from Xeres Wines.

Intimations.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896. [976]

BIRTH.
At Blanche Cottage, Scotts Road, Singapore, on the 6th instant, the wife of T. SCHUUR, of a son.

DEATHS.
On the 14th June, at Kennedy-town Hospital, GALBRAITH MOWATT, Inspector of Nuisances, native of Farnham, Ireland; aged 35 years.

On the 7th instant, at the Australian Hotel, South Bridge Road, Singapore, FRANCIS ELIZA HERRON, beloved and only child of Mrs. A. Leonard; aged 19 years and 10 months.

NOTES AND COMMENTS.

We note with very great regret the death from plague of Inspector G. MOWATT, one of the officers of the Sanitary Board.

He was actively engaged in 1894 and during the present outbreak in the difficult and dangerous work of searching for and removing plague patients and in the multifarious duties of a Sanitary Inspector.

He was a thoroughly reliable and trustworthy man, of considerable intelligence and great activity, and he will be a very great loss to the Department.

We hope that the Government will take special note of his services and of the fact that he has fallen in battle against the plague, struck down in the performance of his duties, and as the direct and immediate result of his zealous endeavours to suppress the plague.

We trust that no technical rule will prevent his widow from receiving, if not a pension, a handsome compassionate allowance in recognition of his services and of her great loss.

If the Government does not think fit to make a special exemption in his favour, we hope and believe that the community, who so fully sympathized with the relatives and friends of the late Captain Vessy, will not fail to give expression to their gratitude and regret in this case, and if need be, give material assistance, if assistance should, as it most probably will, be required.

We commend Mrs. MOWATT to the care of the Unofficial members of Council, in whose power it lies to sanction a public grant, and with whose approval, if assured of it beforehand, the Governor will hardly hesitate to bring the matter before the Finance Committee of the Legislative Council.

Our morning contemporary the *Daily Press* cannot wriggle out of it as he tried to do this morning. He accused us plainly and directly of attempting to re-open the general question of corporal punishment in Hongkong and of introducing into the discussion of the recent death from flogging in the Gaol a "maudlin sentimentality" that was quite out of place.

He has had to withdraw the first charge as absolutely baseless and contrary to the fact. There was not a syllable in what we or our correspondents had written on the subject that showed even the faintest inclination to re-open the general question. As to his second charge, he was compelled to select a phrase out of our article written subsequently to his attack to justify, even in appearance, any charge of sentimental display on our part, or of attempt to stir up the feelings of the community on any ground but that of law and justice. It is not a matter of sentiment with us. It is a question of right or wrong, of duty or neglect of duty, of legal or illegal punishment. We do not say the man's death may not have been the result of an accident. It may have been so, but it has not been shown to be so, and we want full inquiry. We know, by past experience, that to move officials here to conduct a fair or any inquiry into the possible wrong doing of a brother official there must be put before them the fear of the Colonial Office or of English public opinion. The official clique here profess to condemn and despise local manifestations of all kinds. They are beneath their notice. There has been only one inquiry here of late years at all satisfactory—the MURKILL-HINES inquiry—and that was only effective and effectively conducted because all the salient facts were being brought out at the Police Court simultaneously in the criminal inquiry against ALVES. If any Commission is appointed to inquire into the facts of this death from flogging it ought to be, not a commission composed wholly of Government officers, but a Committee of Justices of the Peace, independent of all Government influences and control. Neither of the Judges should sit on it, as it might eventually in some one being brought before the Supreme Court on a serious charge. Captain HARRISON should not be a member. He is the Coroner, and if he had known his duty as Coroner, there would be no need for a second inquiry; everything would have been brought out at the

inquest. Dr. ATKINSON should not be a member. His proper function is that of a professional expert to give evidence before the Committee. Put Mr. WHITEHEAD, Mr. PLATFAIR, and Mr. ROBINSON on the Commission, and let them sit and take evidence in public. Then the public will be satisfied that neither fear nor favour will have influenced the decision, whatever it may be.

TELEGRAMS.

REUTER'S MESSAGES.
THE SENTENCES ON THE RAND REFORMERS.

LONDON, June 14th.
Colonel Rhodes has refused to undertake to abstain from politics in the Transvaal and has therefore been banished from the South African Republic.

THE CURRENCY QUESTION IN THE UNITED STATES.
Several of the Democratic State Conventions have declared in favour of the gold standard, and there is a strong feeling amongst the business men of the United States in the same direction.

(From *Japanese Papers*.)
KOREAN AFFAIRS.
SEOUL, May 30th.

Rioters attacked Ri Seichon, but were driven off by Japanese troops with the loss of one gangster.

Mr. Komura, the Japanese Minister, who is leaving for home immediately, and Mr. Kato, Secretary of Legation, who takes charge during his absence, were received in audience by the King at the Russian Legation.

SEOUL, June 1st.
The men who injured Gyo Yung-chu have been sentenced; one to be beheaded, the other to receive 100 strokes.

SEOUL, June 1st.
The hair-cutting regulations will be strictly and exclusively enforced in the Korean army.

France has asked for concessions to work the silver mines.

The Russian uniforms for Korean soldiers have arrived, and will be worn from the 2nd of June.

SEOUL, June 6th.
The Japanese Government has demanded an indemnity from the Korean Government of ¥46,000 for the deaths of 62 Japanese in the recent *Amutsu*.

TOTAL DESTRUCTION OF A COTTON MILL.
OSAKA, June 6th.

The Japan Cotton Mill at Dajima caught fire to-day and was entirely consumed. Several lives were lost and many severe injuries sustained.

MORE REINFORCEMENTS FOR VLADIVOSTOCK.
NAAGASKI, June 6th.

A Russian steamer with 700 soldiers on board left here to-day for Vladivostock.

THE JAPANESE MINISTER TO KOREA.
SEOUL, June 6th.

Mr. Komura, Japanese Minister to Korea, has arrived here from Chemulpo, and will at once proceed to Tokio.

(Special to *Japan Mail*.)
MOVEMENTS OF WARSHIPS.
HAKODATE, June 8th.

The U.S.S. *Olympia* left this port for Yokohama on Saturday, the Russian cruiser *Kristina* left on Sunday for Petropavlovsk, and H.M.S. *Swift* left this morning for the latter port.

MURDEROUS ASSAULT ON THE HIGH SEAS.
HAKODATE, June 8th.

M. Scott, a hunter belonging to the schooner *Lotus D.*, shot at with a revolver and wounded a Japanese. He leaves here to-day in the *Yamashiro Maru* to stand his trial at Yokohama.

(Special to *Bangkok Observer*.)
THE KING OF SIAM.
BATAVIA, May 30th.

On the 26th instant the King of Siam presented the Order of the first-class of the Crown of Siam to the Governor-General of the Netherlands Indies.

GENERAL BARATIERI IN TROUBLE.
LONDON, June 1st.

The Italian Chamber has authorised the trial of General Baratieri for cowardice.

THE RISING IN CRETE.
LONDON, June 2nd.

Thirty-five battalions of Turkish regulars have been ordered to Crete, where the insurgents have proclaimed a Union between Crete and Greece.

THE MOSCOW DISASTER.
LONDON, June 3rd.

The most careful estimates give 2,700 as the number of people who perished at Moscow. The disaster is due to the complete absence of police measures for the public safety.

(From the *Siam Free Press*.)
FRENCH DIPLOMATIC SUCCESS IN THE FAR EAST.
PARIS, June 6th.

Owing to the diplomatic skill of M. Gerard, China has authorised the construction of several railways by French engineers before undertaking the junction of the Chinese line with the French railway projected from Tonkin to Lang-choon.

BRITISH FLEET AT PORT HAMILTON.
It is reported by the *Nagasaki Shipping List* of the 17th instant that H.M.S. *Spartan* would leave Nagasaki on the 20th bound for Port Hamilton, where she would soon be joined by Admiral Buller, K.C.B., and his squadron.

RE H.M.S. "CENTURION."
The following has been sent to us for publication—
Vice-Admiral Sir Alexander Buller, K.C.B., 1 beg to forward the following for your information and insertion in your paper—
On 13th *Centurion* grounded on sand bank in Shimoda Bay. Struts floated off; no damage; all men saved.

I have the honour to be, Sir,
Your obedient servant,
E. L. WATKINS,
Secretary to the Commodore.

We are very much obliged to his Excellency the Commander-in-Chief for the information conveyed in the above, and will ourselves of this opportunity to assure him and the British naval authorities of this port that we shall at all times be very glad to find space for any information they may be pleased to communicate for the information of the general public.

LOCAL AND GENERAL.

It is notified that telegraphic communication with Formosa was restored yesterday.

On the 8th inst. Mr. G. P. Owen shot a small tiger near the Waterworks on the Thompson Road, Singapore.

It is reported that already there are more than 10,000 Chinese labourers employed on the construction of the Siberian Railway.

It is reported that Count Matsui will either go to Java or else to San Francisco for the benefit of his health, whichever place is recommended by Dr. Baetz.

THERE were four cases of plague between noon of Saturday and noon yesterday—three in the city and one in Kowloon, and five cases to noon to-day, all in the city.

On the 28th ult. Col. E. G. Barrow was expected at Simla from Rawalpindi to take up the appointment of second Deputy Secretary in the Military Department.

Thus the *Singapore Free Press* of the 8th instant:—We are informed, on what we are told is good authority, that the Secretary of State has decided that the Honourable E. E. Isomonger (Colonial Treasurer) and the Honourable H. Trotter (Auditor General) must retire by April, 1897.

SOME time ago the members of the subordinate service (Straits Settlements) sent a memorial to the Government praying for exchange compensation or an increase of their salaries. A reply has been received to the effect that the Secretary of State for the Colonies regrets he is unable to comply with the request of the memorialists.—*Straits Times*.

THE Straits Government have bought Labrador Villa, from Mr. A. P. Adams, for \$9,000. Labrador Villa is a wood and attap bungalow, situated on a hill at Passir Panjang, Singapore, and is adjacent to the hill on which Fort Passir Panjang is built. The hill of Labrador Villa is a few feet higher than the Fort hill, and the military people think that the Labrador Villa hill should, for military reasons, be in their hands. So much was not unexpected; and, indeed, our impression is that the owner expected his property to be so bought many years ago. The Government, in arranging the purchase, acted through a broker, who did not disclose the buyer till the sale was effected; but, previously to buying, the Government had obtained the informal approval of those unofficial M. L. C's resident in Singapore. There is nothing very noteworthy in the purchase, except that this is the first extra call on the local exchequer since the military contribution arrangement was arrived at. It is said the *Straits Times*, not unreasonably to suppose there may be other calls for military purposes—Mount Wallich, perhaps. The liability to obtain, and pay for, such lands rests on the Colonial, not the Imperial, Government.

When British banks will not take British dollars at all, and Chinese exchange offices charge 4 per cent. discount, it is, says the *Yokohama Box of Curios* of the 6th June, from which this paragraph is clipped, well for the business men to know and decide for themselves as to whether they will accept them or not. We learn from a business man that he sent several dollars, which he had received from officers and men of the British ships in port, to his bankers, but the bank declined to receive them at any price, and to realise on the same he had to sell them at the Chinese exchange offices at 95 *sen* each. It seems strange to us that, being a British coin, a British bank, especially one issuing their own notes at Hongkong, have the right to refuse them, but that they do refuse is as stated. This proves the British dollar to be a failure as compared with the Japanese *yen* and Mexican dollar, for both of the latter coins are received at par in Hongkong and Yokohama, while the British dollar will not be received here by the British banks at all. On this basis the "gold bugs" are knocked out in their argument that one piece of silver is worth as much as another, for while the Japanese is worth 100 *sen* and the United States nearly the same as gold, yet the British coin, bearing the stamp of a great and wealthy nation, is only worth 95 *sen* with a Chinaman, and is refused by a British bank. There is something rotten somewhere, and if business men refuse to accept it the value in Yokohama will gradually decrease.

A FIRE, which might have had very serious effects, occurred in the Harbour this morning, resulting in the total destruction of a large cargo junk and some six or seven hundred cases of kerosene oil. The junk had nearly completed loading her cargo alongside the German ship *Columbus*, which came into port on the 24th ultimo laden with kerosene, when by some means at present unknown the cargo caught fire. The crew of the junk at once made their escape into another boat, leaving the burning boat fast alongside the ship. The crew of the ship were apparently too excited to cast the boat off, and the ship was for a few minutes in great danger of sharing the fate of the junk. A police launch, however, seeing the danger, ran alongside and cut the junk adrift, towing her clear of the large vessel before she burst through. Then an attempt was made to tow the burning mass to where it would do no harm. Before much progress was made, however, the tow ropes were burned and it was not until a chain was made fast to the junk by the Harbour Master's launch that headway was made. The burning boat was finally beached in Hungsham Bay, where it was left to burn itself out, sending up dense masses of black smoke for hours. The police had a hot struggle in making fast and the flaming sheets of burning kerosene running over the sides of the junk into the water, and the fountains of oil and flame that followed the explosion of each tin of kerosene added to the danger. Inspector Hanson, of the Water Police, happened to be on the launch, and he speaks very highly of the work done by his lads in this trying time. With considerable promptitude, several boats from the *Yokohama* were on the scene ready to render assistance.

MEMORANDA.
TO-MORROW, 16th June.

Noon.—Doris leaves for San Francisco, via usual ports of call.

2.30 p.m.—Special Session of Her Majesty's Justices of the Peace in the Justices' Room, at the Magistrate's.

9 p.m.—Meeting of Perseverance Lodge.

THURSDAY, 18th June.

10 a.m.—Criminal Sessions.

10.30 a.m.—English Mail closes.

Noon.—*Rosetta* sails for London.

2.30 p.m.—Auction of ladies' dressery goods, &c., at the Hongkong Trading Co.'s premises, by Mr. G. F. Lamport.

SATURDAY, 20th June.

Noon.—Meeting of shareholders of the Hongkong Electric Co., Ltd., at the Company's office, No. 22, Queen's Road.

5.30 p.m.—By kind permission of Major Rattrick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens.

The members of the Royal Engineers' Variety Company gave an entertainment last Saturday evening in the Boat shed, Wellington Barracks which proved very enjoyable. The programme included a number of songs, overtures by the orchestra, a sketch that gave an opening for some capital dancing, and a military drama entitled "Treachery at Candahar." This last was well staged and the various parts were very well played. There was a large audience, composed both of the garrison and of civilians, all of whom thoroughly enjoyed themselves. The concert will be repeated to-morrow evening, commencing at 7.30.

Dr. EDWARD BEDDIE, that versatile journalist, ready speaker, skilful diplomatist, and shrewd observer, who is remembered by many friends and sincere well-wishers in the Far East, is, according to latest news from Uncle Sam's dominions, as busy as ever with his facile pen, making use of his wide knowledge of the domestic and foreign affairs of "the Land of the Free." Dr. Beddie is an out-and-out Republican, and if his party succeeds in getting the upper hand in the campaign which is just now causing no small amount of anxiety to Democrats and Republicans in all parts of the world, its triumph will in all probability be the cause for a good deal of joy and rejoicing among the "Doc's" many friends in this part of the world, for there will then be grounds for hoping that the light of his beaming countenance, the echo of his merry laughter, and the charm of his inimitable wit and buoyant spirits will once more soothe weary exiles in the Gorgeous East. This time, however, it is hardly likely, writes a correspondent from Washington, that a man of his talents will be asked to flit away his valuable time in an out-of-the-way port like Ancon—a much more important post should be his portion, if education, experience, and skill count for anything with the "leading lights" of the Republican party.

THE "R.B." REGATTA.

Saturday was, with the exception of the heat, an almost perfect day for aquatic sports, and a large number of residents, both military and civil, turned out to witness the regatta of the Rifle Brigade. The Brigade dispensed lavish hospitality to their guests from launches and pontoons placed at points of vantage for witnessing the contest, while the public were equally well attended to by Mr. Osborne, of Bay View. The Band of the Rifle Brigade enlivened the intervals by playing selections under the able direction of Mr. Peachey.

The programme, which consisted of six events, proved that the Rifle Brigade are not deterred by the heat when true sport is the incentive, the various events being well contested. At the conclusion of the racing the prizes were presented to the winners by Major the Hon. E. Noel, who addressed a few appropriate and encouraging words to each crew. The arrangements for the regatta, which were in every detail perfect, were carried out by the following Committee:—Major the Hon. E. Noel (president and referee), Captain A. D. Stewart, Lieut. F. G. Talbot, Lieut. J. H. Threacher, Lieut. Hoey.

The following are the results of the events:—

RACE FOR BOATS BELONGING TO H. M. SHIPS IN HARBOUR. Distance—1½ miles. Prizes—\$30, \$10, \$5.	
Undeveloped.....1	
Do.....2	
Victor Emanuel.....3	
OPEN RACE. Distance—1½ miles. Open to one crew from each of H. M. Ships in Harbour, and each Company of R.A., R.E., and Rifle Brigade. Prizes—\$25, \$15, \$10.	
D Company, R.E.....1	
C Company, R.E.....2	
35th Company R.A.....3	
RACE FOR SCRATCH CREWS. Distance—1 mile. Prizes—\$15, \$10, \$5.	
D Company, R.E.....1	
A Company, R.E.....2	
C Company, R.E.....3	
DINOHY RACE. Distance—1 mile. Prizes—\$10, \$5, \$3.	
Dreadnought.....1	
Spitfire.....2	
Chitina.....3	
BATTALION SHIELD RACE. Distance—1 mile. Prizes—\$21, \$14, \$7.	
D Company.....1	
C Company.....2	
G Company.....3	

INDIAN MAIL ITEMS.

QUETTA, May 26th.

The demarcation of the 800 miles of frontier from Domandi to the Koh-i-Nulk Shah, on the Persian frontier, has now been completed, and the final agreement and maps were drawn up and signed by the British and Afghan commissioners. The system of demarcation was carried out by the two camps separated, the Afghans marching via the Helmand to Kandahar, and Captain McMahon's Camp returning to Quetta via Nushki. The first hundred miles to this place was covered in three and-a-half days, marching at night. The British party should reach Quetta on May 28th.

LABORE, May 26th.

A somewhat serious outbreak of cholera has occurred at Nurpur Fair, eight or nine miles out on the Muzra road from Rawalpindi. Thence it has been carried into Pindi itself, and Lahore. Investigation on the spot showed that the disease must have been brought into the fair by some person from an affected place. The water pools about the fair have been poisoned. The disease broke out so suddenly on so many persons as to point to water poisoning. Disinfection of wells and other places suspected of being contaminated at Rawalpindi and places to which the infection has been carried is now being carried out with fresh lime sludge, and persons suspected of being carriers are being isolated. The disease is experimental, but promises well. Large towns are difficult to deal with, as there are so many foci of infection, in private wells and dirty tanks, but in the villages it has undoubtedly proved successful.

DARJILING, May 27th.

The Baker case has been settled by an apology from Colonel Baker to Mr. Barrow.

LABORE, May 27th.

Further details received state that the late Captain W. Christian, King's Royal Rifle, now at Jullundur, died at Sarni in Kashmir, on the 21st, from enteric fever. Surgeon-Captain Lelsham and Cheevers were with him.

BENARAS, May 27th.

Yesterday, while Mr. Holmes, the Joint Magistrate, was trying a city Badmash on a charge of theft, the accused sang his show at the Magistrate. He was promptly taken before Mr. Cobb, District Magistrate, and was sentenced by him to one year and the months rigorous imprisonment.

NEWS BY THE AMERICAN MAIL.

The Pacific Mail S. S. Co.'s steamer *China*, Capt. W. B. Seabury, from San Francisco, via Yokohama and Nagasaki, with mails up to 20th May, arrived in port this morning. From our San Francisco exchanges we take the following telegrams:—

HAVANA, May 11th.

It was definitely announced to-day that on the day the five men captured on the *Comptador* were tried, Friday last, Admiral Navarro, in conformity with the petition of the prosecutor and the sentence of the naval tribunal, approved and signed the sentences of death imposed upon the filibusters, Alfredo Laborde, Dr. Elias Bedie, William Gildes, John Melton, and Teodoro Mata.

The announcement is made that in view of high state considerations the cases have been referred for final consideration to the Supreme Tribunal of War and Marine.

Two alleged filibusters, both citizens of the United States, said to have formed a part of the *Comptador* expedition, have arrived here in custody from Bahia Honda. They were captured by the local guerrillas of Palma some time after landing.

The steamer *Oller* has brought here a small boat found abandoned on the coast by the Mayor of Berracos. The boat is believed to have belonged to the small expedition which landed in the vicinity where the *Comptador* was sighted and captured.

LONDON, May 11th.

The *Globe*, this afternoon, commencing with the Cuban situation, says:—It is impossible not to sympathize with the Spanish Ministry, suddenly called to choose between the loss of Spain's best colony and a war with a great power. In the event of war European sympathy will be wholly with Spain. Confounding the *Globe* says:—"The action of the American authorities in the Bermuda affair has caused much irritation at Madrid. The Spaniards are apparently less accustomed than ourselves to the respect of the diplomacy of other states. The recent diplomatic of the Monroe doctrine did little favour abroad."

The *Chronicle* says in an editorial:—Mr. Olney is an exceedingly determined man, and it is therefore quite certain that the filibusters will not be shot. There is only one course of action that can save Cuba to Spain, and that is to make terms with the insurgents and to grant reasonable autonomy.

The *Graphic*, commenting upon the question at issue between the United States and Spain over the men sentenced to death at Havana, compares the *Comptador* cases to the Jameson raid and says:—"Englishmen can sympathize with the United States looking at the scandalous misgovernment in Cuba. But the analogy collapses when the attitude of the United States to its raiders is compared with England to hers. What would Europe have said if Mr. Chamberlain had talked to President Krueger as Mr. Olney talks to Spain. We trust, however, that Spain will show clemency to the filibusters, for the knowledge that she will not do so twice may help to put Mr. Olney on the guard against moderate enthusiasm of the Florida Cubanophilists."

The correspondent of the *Standard* from Madrid says:—"Gloomy impressions reign in Havana as to the prospects for military operations, and reinforcements of twenty battalions are deemed indispensable, because the local volunteers do not respond to the call to arms. With the coming of the rainy season several filibuster expeditions have landed war materials on various parts of the island lately. The insurgents are credited with the intention of renewed activity during the approaching unhealthy season, when European cannot move easily on account of the tropical rains."

LONDON, May 14th.

A dispatch to the *Daily News* from Berlin says the Constantinople correspondent of the *Volksrecht Zeitung* reports that the Sultan's fears of assassination have led to wholesale arrests of Armenians, who are barbarously tortured to force confessions from them.

The Crown Counsel at Cairo has submitted his conclusions in the action brought against the Commissioners of the Egyptian Debt to the tribunal, to the effect that the Commissioners have power to disburse of the reserve fund for unforeseen state expenses, and that the majority of commissioners are fully necessary for such action. Judgment will be pronounced on June 1st.

The Abyssinians have liberated the Italians who were made prisoners at Adowa, and it is said that Ras Mangasala will liberate the balance within a week.

Li Hung-chang's coffin arrived in London on Thursday, and a few curious visitors have been allowed to inspect the gruesome last resting place of the great Chinese at the Albert Dock. The famous Viceroy, with admirable good taste, refrained from taking the great casket to Moscow, but because his presence would be too suggestive among the gay scenes of the coronation. No doubt it is felt that he is more likely to have use for the big box in solemn London, which he will visit later, than in the festive city of the Czar's dominions.

It may be interesting to note that the massive casket in the heaviest mahogany, cut from a single tree trunk. It is eight feet nine inches long, three feet five and two feet ten inches deep. It is heavily girded by huge bands of brass, with mighty hinges, all of which are cast in one piece, being roughly cast to fit the coffin shell. It is tightly closed, but its contents are said to be forty suits of clothing for civilian use, an opium pipe, and a piece of gold to pay the ferryman.

Li Hung-chang will be the recipient of any amount of honours and flattery when he comes to England. The aged Oriental is said not to be susceptible to this sort of influence, but nothing the ingenuity of the British Government can conceive will be omitted to win the aged old man away from his Russian attachment.

May 15th.

A Pretoria dispatch to the *Times* dwells upon the serious spread of the rinderpest in South Africa. An outbreak of the disease at Sarrismith, in the Orange Free State, has led the government to proclaim a prohibition of the entry of cattle into Natal, while the Transvaal has forbidden the removal of any cattle for a month.

The *Times* has a dispatch from Cape Town which reports that it is announced from Unstail that the Portuguese are leading the Chartered South Africa Company rifles and ammunition, and all possible aid, for the suppression of the Matabele revolt. The *Times* also has a dispatch from Bulawayo which says:—"A message to-day states that the Hope Fountain mission, including Carnegie's house, has been burned."

A Cape Town dispatch to the *Times* gives the text of a long despatch from Colonial Secretary Chamberlain to Governor Sir Hercules Robinson, in reply to a letter from the Governor.

The despatch addressed to Governor Robinson, as to the attitude of the British Government towards Mr. Cecil Rhodes and the Chartered South African Company. Mr. Chamberlain in his despatch depreciates the hasty and immature judgment founded upon abbreviated reports of a parliamentary debate. He repudiates, on behalf of the government any sympathy, with Cecil Rhodes, or with others who may hereafter be proved to have been connected with the Jameson raid. He repeats his promise of a searching parliamentary inquiry, which shall

include in its scope the whole of the administration of Rhodesia. Until then, he says, the government cannot be expected to pronounce a decision upon the Chartered Company's future.

The Colonial Secretary also expresses confidence that President Krueger's clemency to the reform prisoners will not be influenced by the raid in deciding what is right to be done in the general interests of South Africa with the Pretoria prisoners.

A Berlin despatch to the *Standard* says:—"The *Neuzeit Nachrichten* reports that President Krueger has telegraphed to Colonial Secretary Chamberlain that the commuted sentences of the reform prisoners will not be decided until Cecil Rhodes leaves Africa."

The *Times* Rio Janeiro despatch says:—"The President's message at the opening of Congress supports the idea of a consular of American republics. It also advocates an increase in the navy when the finances will permit. The President favours the revision of the tariff in the interests of the revenue, and the withdrawal of paper money."

The British steamer *Woolwich*, Capt. Raeburn, from New York for Jeddah, Arabis, which went ashore on Shakh El Kebber reef, has been pulled afloat by tugs after being lightened to the amount of 300 tons. The steamer has a slight leak in her fore tank.

Moscow, May 16th.

This old town is rapidly filling up with visitors from all parts of the world, who have come to witness the ceremonies attending the coronation of the Czar and Czarina, which will extend over a period of three weeks, beginning, according to programme, with the arrival of their Majesties at the Petrovsk Palace, outside this city, on Monday and concluding with their departure for St. Petersburg on June 7th. The streets are filled with people of all nations and with delegations from all parts of Russia. The weather up to the present has been a little too cold to be pleasant, but a change is expected before the day begins.

A question regarding the precedence of Prince Henry of Prussia, representing Emperor William of Germany, and the Duke of Connaught, representing Queen Victoria, has been settled in favour of the latter.

LONDON, May 18th.

The Belgian Chamber of Deputies is granting liberal assistance to the Congo Free State (the central Government of which is at Brussels), in order to extend the navigable portion of the Congo River as far as Leopoldville.

The House of Commons has voted £50,000 for the maintenance of an additional naval force to the Australian squadron.

The Prince of Wales has formally presented Lady Hallé (Madame Norman Nédrad), the famous violinist, with an estate in Italy. The purchase money was subscribed by a number of the admirers of her ladyship.

Prince Louis, Duke of Orleans, head of the House of Orleans, and the accepted chief of the Legitimist Party in France, has publicly resigned from Brussels, where he is at present residing, that he is quite willing to accept a pension on his claims to the throne of France.

The Johannesburg *Times* has published a facsimile of Dr. Jameson's plans, which were found to include an attempt to seize Pretoria. Mr. F. L. Grey, the member of the Reform Committee who became insane and committed suicide last week, was buried to-day. An immense crowd followed the funeral cortege. Mr. Cloete, an English Afrikaner, has been temporarily appointed to succeed Sir Jacobus de Wet, the British agent at Pretoria. On the 12th of May, Sir Hercules Robinson in London has been in consultation with Mr. Chamberlain before deciding on a permanent appointment.

The outlook for the agricultural interest in England is at present very gloomy, owing to a protracted drought, which is retarding the growth of the crops.

A number of Cornish fishermen at Penzance, objecting to Sunday work, resorted yesterday to vigorous methods to express their disapproval. They seized the vessels containing supplies for London and the eastern counties and threw the fish overboard.

Berlin in 1894 owing to the circulation of a number of anonymous letters containing scandalous allegations against leading personages. Herr Koze, master of ceremonies at the Imperial Court, was suspected of being the author of these letters, and was arrested, but after a fortnight's detention he was released from custody, owing to the absence of incriminating evidence. The authorship of the letters has never been satisfactorily explained. On April 2nd a duel was fought between Herr Koze and Baron Schröder, who was one of his accusers. In this encounter Baron Schröder was so seriously wounded that he died two days afterwards. Herr Koze has now been sentenced to two years' imprisonment in a fortress.

May 19th.

It is officially announced that the Imperial Parliament will be prorogued in the middle of August.

THE TRADE OF SIAM IN 1895.

BANGKOK, 5th June, 1896.

The Shipping Returns for vessels entering the port of Bangkok during the past year, it is gratifying to point out, show a substantial increase of trade compared with 1894. In 1894 imports amounted to £17,033,456; last year they had risen to £19,384,513, an increase of £2,351,057, or between 12 and 13 per cent. Of this total about 12 per cent (27 per cent) is of British goods, the majority of which were Norwegian. Their figures, however, do not substantially affect any comparison between the steamers of various nationalities as to the value of cargoes brought. As for steamers, British ships are again far ahead in the list, for not only do they exceed those of other nationalities in numbers, but in 78 per cent of the ships are British. They number about six times as many as their nearest competitors (Norway), over twice as many as the next (Germany), and twelve times as many as the French. The comparisons as to tonnage are roughly the same, so far as Norwegian and German vessels are concerned, but as compared with French vessels the tonnage is over thirty times as much. These differences are still more apparent, however, when the values of cargoes are taken into account. Out of the total of £19,384,513 British tonnage carried £10,216,508, leaving only £9,167,905 to all other nationalities, or about 47 per cent. Thus the proportion of British trade in Siam remains about the same (57 per cent) as in previous years. Norwegian vessels make a much better show than last year, with an increase from £836,391 to £1,301,355 and thus out German ships from the pride of second place they held last year. The former's proportionate value of the whole, however, is less than one-twelfth of the cargo carried in British bottoms. The value of German cargoes has slightly increased, the figures being £1,070,093 against £1,049,491, or about one-fiftieth of the British. The disparity between the number and tonnage of French ships and the value of their cargoes is also of value of cargo, for the total is but a two-hundred-and-eighty-eight that of British ships. Only Dutch vessels occupy a lower position, but while they number only one thirteenth those of France, their tonnage is one-sixth and their cargo one-fourth the value.

We regret being unable to notice as large an increase in exports as in imports, or, speaking generally, the figures indicate that the surplus of the nation in 1895 was but little more than in 1894. There is some satisfaction, however, in noting that, if practically at a standstill, whatever slight variation there is—and it is really about 2 per cent—is in favour of Siam. Exports amounted to \$25,284,998 as against \$24,668,590, or an increase of \$616,408, which would probably have appeared larger but for the rise in exchange. Of these exports sailing ships carried a larger proportion than of the imports, as many came in ballast chartered to convey this country's products to foreign lands. This, to some extent, is also the explanation of exports exceeding imports, a matter to which economists and financiers attach great importance. The most important items in this respect are represented by a value of \$1,623,961 carried in junks and \$1,338,305 taken in Norwegian vessels. Except for these, however, the trade done by sailing vessels can scarcely be termed large, the next largest item being German ships with \$168,569. As to the total export of \$25,284,998, British ships carried away \$15,447,141, in round numbers three-fifths, or over 61 per cent. Norwegian steamers took \$3,361,699, making with cargoes of sailing ships \$5,000,700, or about 20 per cent. German steamers carried about 77 per cent, but as several of these were chartered by the Scottish Oriental, it is doubtful how much of this trade ought really to be set down to British enterprise. The cargo carried otherwise than under these three flags was quite insignificant. French vessels taking only \$598,838 and Dutch \$67,449, or 2.5 per cent, and \$33,749 per trip respectively. From these figures it appears, therefore, that the trade of the port showed little variation either as to destination or value during 1895, and that what little fluctuation took place was in the direction of improvement, a symptom which might have been a little more pronounced in respect to exports but for the slight rise in exchange. Given favourable weather, however, and a continuance of the present year the export of either silk or cotton fabrics was practically nonexistent. In 1895 it reached the value of \$19,286,624.

One other industry may be here referred to—that of matches. This appears to have originated in the prisons, and it was in operation in the gaol at Yokohama so early as the year 1873. The first record of any export appears in the Customs for the year 1878, when they were exported to a value of \$27,440. From the latter amount the value of the export has grown to \$4,074,511 in 1895, while the increase in the price paid in 1895 was 10,616,515 gross boxes, valued at \$1,440,359 in 1894, 26,163,405 gross boxes, value \$1,058,060.

Miscellaneous Industries.—Besides yarns, textile fabrics, and matches, the only Japanese manufacture which may be said to have been assimilated from Europe, and were exported to a sufficient extent in 1895 to merit special mention are glass-ware and umbrellas. That of straw plaits, complete, of course, with European production, but it is carried on in Japan entirely according to the original Japanese method, and owes nothing either to foreign instruction or machinery. Nor do the Customs extended lists of exports, say much more extensive lists of exports, say large number of other imitations of foreign manufactures that find their way abroad in quantities from Japan, and the majority appear as if they were made only for consumption by her own people. One of the previous reports for the past year contained a list of these articles shown at the Domestic Industrial Exhibition held early in the year at Kioto.

Looking at the prices at which these exhibits were marked for sale, or even those at which they are actually retailed in considerable quantities in the principal thoroughfares of Tokio, a superficial observer might well be pardoned for concluding that Japan must in time, and in no long time, become a formidable if not a successful competitor with Europe in the supply of miscellaneous goods throughout the world. And observers to whom the term superficial should not be hastily applied have not been backward in expressing opinions to that effect. An Australian statesman, who recently visited Japan with the special purpose of inquiring into her commercial and industrial prospects, did not hesitate to declare in conversation that England's day as a manufacturer for the Far East, if not even for Australia, was over, and that she must be prepared to give way all along the line to her rising rival. If English manufacturers are influenced by these statements, to take too gloomy a view of the future, it would be easy to have their fears at once confirmed or set at rest. The Association of Chambers of Commerce could at no very great cost procure a complete set of samples of all foreign articles made and sold in Japan for exhibition in the principal manufacturing centres in England, and it would then be apparent to them whether greater cheapness in Japan is not obtained by a much greater sacrifice of quality. But pending the adoption of this step, if it is ever taken—at the risk of repeating what has been said before—it may be stated most unequivocally that at present cheapness and appearance are the sole recommendations of the vast majority of these articles. In cotton fabrics the Japanese people are most exacting on the question of durability. Their hand-woven productions for their own use are excruciatingly hard to wear, and it may therefore be fairly supposed that Japanese upon cotton yarns are, at least, of as good quality as those of Bombay, which they have supplanted. But even in cotton fabrics, quality is not always characteristic of their own make and it is certainly not so in those which are admittedly imitations of English goods.

Cheap but shoddy Turkey-reds are now being made in Tokio, and sold in country districts at a price which would scarcely pay for the original article. There is, however, no durability in either colour or material, and in the cities will not look twice at them, and it is only on rustic that they can be imposed. Their competition with the Scotch make is impossible, but unfortunately, at the same time, they indirectly exercise a deleterious effect on the import of the latter. People who have once tasted the sweetness of excessive cheapness are apt, forgetting how much they have paid for it in the sacrifice of quality, to look for it again, and will be loth to revert to the higher price which they are obliged to pay for better articles. Blankets, also made near Tokio, are sold at 30, each, in appearance, perhaps, just as good as the imported article, which cost double or treble that price, but they are shoddy throughout, and stand neither weight, pressure, nor damp.

Glass-ware is coarse; lumps of slaty and unsaleable lamp chimneys break when subject to a fair degree of heat; imported ones can stand with entire impunity; towels go to pieces with little effort after a very few washings; doors mats do much the same after a few beatings; and a tooth brush quickly becomes a positive torture. A harmonium with fair tone can be brought in Tokio for a few pounds. But the case is of unseasoned wood, which warps or splits on being subjected to very moderate alterations of heat and cold, and the keys are covered with paper in lieu of ivory. A solid leather portmanteau, equal in every sense in appearance to one which cost £5 5s. in London, can be obtained in Tokyo for less than half that amount. The latter will, however, last a lifetime, while the former is good for nothing but the cause of the former. Boots, perfectly fitting, entirely hand sewn, and in every sense equal in appearance to the result of the best workmanship of London West-end bootmakers, are made to order in Tokio from 12s. to 15s. per pair, but again their wearing capacity is less than one-half. And while it may seem absurd, in view of the great export of Japanese matches, to

say one word in their disparage, it is impossible to say one in their favour beyond that their cheapness is such that no European could dream of emulating it. Not one-third of the contents of a 1 x 1 can, under the most favourable circumstances, be induced to flame at all, and the slightest draught at once extinguishes those which do flame. The least subjection to damp renders the whole box entirely useless, and the sulphur odor, which comes a source of positive danger. Though those of the best quality are retailed in Tokio at one-fifth of the price that must be paid for imported English matches, none but the latter would be admitted into many foreign households in which stringent economy is a very necessary consideration. These remarks are made from practical tests of matches purchased from about twenty different firms, most of whom export largely, and retailed in Tokio at an average price of 2d. per packet of 10 boxes.

(To be continued.)

THE ARTS OF CHINA.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

WHERE IS THE GOVERNMENT SCHOLARSHIP?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Permit me to say a few words regarding the Government Scholarship. The scholarship was an examination held in this colony some years ago. Four years was the interval between each examination. The scholarship consisted of a sum of £200 a year for four years for the benefit of the successful candidate, who was sent home and with this sum taught a profession, namely, trained for a Doctor, Solicitor, Civil or Mechanical Engineer, or some other practical art. It was a great success in the matter of the encouragement of education in this colony, and we could thus boast of producing scholars equal to those reared and educated in Europe. But where are we now in the educational world? The "foundation stone" (i.e. the Government Scholarship) was abolished without rhyme or reason by His Excellency the Governor, Sir William Robinson, after his arrival here! School-boys, only half educated, are launched into the world as "clerks," with the average salary of from \$20 to \$60 per month, seldom having promise of any result, and that now it is taken from us! Our commercial enterprises, our population, and our importance, both politically and commercially, are greater now than ever before, and yet education is gradually drifting into the background!

The employers of labour are not affected. Why should they encourage education? To cut off this scholarship as a means of retrenchment was unfair and unwise. If the scholarship could be maintained before, why not now? Where is the scholarship? What is done with the funds from which it was maintained?

It is a pity to listen to the speeches of His Excellency the Governor at the distribution of prizes at the various public schools, when he urges and ostensibly encourages the scholars to work like Trojans, while under his rule our scholarship has been taken from us. Every body knows well all about the importance of education. It is to be hoped that His Excellency, before his term of office expires, will restore to us our much-coveted scholarship. I think, Sir, you will be willing to take up this matter for the youth of this colony, or, at all events, to give some space hereafter to bring this matter before your readers, and that I why I have made bold to address you, although only

A FORTY DOLLAR CLERK.

Hongkong, 15th June, 1896.

DEVELOPMENT OF TRADE AND INDUSTRIES IN JAPAN.

MANUFACTURING INDUSTRIES.

Mr. Longford in his report on the trade of Japan in 1895 writes:—

In 1884, there were, in the whole empire, 84 factories with machinery aggregating 2,384 steam and 365 water-horse-power. In 1895 their number increased to 1,163, the steam horse-power to 31,165, and the water to 4,122. In 1888 there were in all 24 Cotton Spinning factories with 113,856 spindles, producing in the year 13,143,099 lbs. of yarn, and consuming about 16,000 tons of coal. In 1895 the same figures were 106 factories, with 381,784 spindles, producing 88,000,885 lbs. of yarn, and consuming about 85,000 tons of coal, and in 1894 47 factories, with 513,035 spindles, producing 99,630,600 lbs. of yarn, consuming 100,007 tons of coal, and giving employment to 8,444 males and 24,955 female operatives. At the close of 1895 there were 58 factories, with 885,474 spindles, actually in work, and 6 newly-projected factories with 101,033 spindles not yet erected, which would enrolled in the United Guild of Spinners. There were also some other newly-projected factories not yet so enrolled, and the total number of spindles, either actually in work or in course of erection in Japan at the close of the year, approached 1,120,000, while the quantity of yarn produced during the year by 55 factories belonging to the guild exceeded 150,000,000 lbs.

This industry has during the past year been conducted in Japan under extraordinarily favourable circumstances. Coal has been cheap, and notwithstanding a sharp rise in the price of labour towards the close of the year, the cost of the latter for the whole year was low. The price as raw material was also below the average, while, on the other hand, a greatly increasing demand produced a most substantial rise in the market price of yarns, the bale which in July was sold for \$12.50, reaching over \$15 in December. A table shows the aggregate profits realized by the principal companies during the last half of the year. The average profit per spindle in 1895 was \$1.25, and in 1894 \$1.10.

The growth of the Japanese match industry has during the past year been conducted in Japan under extraordinarily favourable circumstances. Coal has been cheap, and notwithstanding a sharp rise in the price of labour towards the close of the year, the cost of the latter for the whole year was low. The price as raw material was also below the average, while, on the other hand, a greatly increasing demand produced a most substantial rise in the market price of yarns, the bale which in July was sold for \$12.50, reaching over \$15 in December. A table shows the aggregate profits realized by the principal companies during the last half of the year. The average profit per spindle in 1895 was \$1.25, and in 1894 \$1.10.

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principal factories amounted to \$3.56. The corresponding profit during the first half of the year was nearly \$3 per spindle, making in sterling for the whole year a profit of about 14s. 3rd. 3rd. spindle. The Sanyo and Hiroko Companies, both in Osaka, with 34,944 and 26,880 spindles respectively, are paying 25 per cent. for the whole year; the Osaka Company, with 52,892 spindles, 20 per cent.; and the Tokyo Company, with 18,064 spindles, 15 per cent.; and few of the others lower than 10 per cent., all in addition adding considerable sums to their reserves.

In view of these results it is only natural that such sanguine hopes should be entertained as to this industry. But it is more than doubtful whether such a high degree of prosperity can be maintained. Labour difficulties are already arising, and the rates of wages threaten to increase considerably, even on their present scale, which is higher than that which prevailed two months ago. Skilled labour has become so scarce that in several instances spindles are lying idle from want of operatives, and in one case police interference was found necessary to prevent one of the largest companies in Osaka sending into its service the operatives trained by and in the employ of a rival company. The increased prosperity of the working classes in general has rendered them less desirous to bind their daughters to the factories, and a system of recruiting, both of male and female operatives, has had to be instituted in the more remote country districts.

The growth of the *Wadding Industry* is only less remarkable than that of the spinning, though up to the present practically hand looms only are employed in the former. In 1883 the quantity of fabrics of every kind, silk and cotton, produced in Japan was 25,067,466 yards. In 1895 it had increased to over 55,000,000 yards. In the first-mentioned year the export of either silk or cotton fabrics was practically nonexistent. In 1895 it reached the value of \$19,286,624.

One other industry may be here referred to—that of matches. This appears to have originated in the prisons, and it was in operation in the gaol at Yokohama so early as the year 1873. The first record of any export appears in the Customs for the year 1878, when they were exported to a value of \$27,440. From the latter amount the value of the export has grown to \$4,074,511 in 1895, while the increase in the price paid in 1895 was 10,616,515 gross boxes, valued at \$1,440,359 in 1894, 26,163,405 gross boxes, value \$1,058,060.

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MARGAUX, per doz. qts. \$12.75.
Per doz. qts. \$6.75.
St. Julian (2 Crown), per doz. qts. \$9.50.
Per doz. qts. \$4.75.
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Per doz. qts. \$4.50.

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H. RUTTON, JEE.
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Hongkong, 14th June, 1896. [976]

PETER DAWSON'S SCOTCH WHISKY,
THE WELL-KNOWN BRAND.
PERFECTION. SPECIAL.
EXTRA SPECIAL.

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HONGKONG. [156]

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STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND
LONDON.

THE Steamship
"CARMARTHENSIRE,"
Captain Sincroff, will be despatched for the
above Ports on or about the 27th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th June, 1896. [800]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENGARRY,"
Captain Ferguson, will be despatched as above
on MONDAY, the 22nd instant, at 4 P.M.
instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 12th June, 1896. [942]

"MILBURN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"HANKOW,"
Captain Orr, will be despatched for the above
Port on SATURDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th June, 1896. [956]

JAVA, CHINA, JAPAN LINE OF
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PROPOSED SAILINGS.
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JAVA, HONGKONG, YOKOHAMA, KOBE,
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FROM HONGKONG.
S.S. Germania To JAVA 1 June.
S.S. Federation To JAVA 1 July.
S.S. Carlsburg To JAVA 1 August.
S.S. Carlsburg To JAPAN 1 June.
S.S. Germania To JAPAN 1 July.
S.S. Federation To JAPAN 1 August.

General Agents for China & Japan.
LAUREN, WEGENER & Co.
Hongkong, 4th June, 1896. [1852]

Intimations.

FOR CONNOISSEURS.

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GLEN WHISKY.

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BEST VALUE EVER OFFERED.

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COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
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INDUSTRIAL ENGINES
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A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies
of your babies, or just why your children are thin and pale. You do
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Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment
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vitality, giving flesh, and making solid bones. It cures Rickets,
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DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR AMOI AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Robson, will be despatched for the
above Ports TO-MORROW, the 16th instant, at
4 P.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 13th June, 1896. [978]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
FOR LONDON AND LIVERPOOL,
VIA STRAITS AND USUAL PORTS OF
CALL.
(Taking transhipment Cargo for GLASGOW,
CONTINENTAL PORTS, RIVER PLATE, &c.)
(At Reduced Rates.)
THE Company's Steamship

"HYSON,"
J. S. Hogg, Commander, will be despatched as
above on WEDNESDAY, the 17th instant, at
5 P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 13th June, 1896. [901]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR FOCHOW.

THE Steamship
"TSINAN,"
Captain Ramsay, will be despatched on
WEDNESDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th June, 1896. [958]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.
(Taking transhipment Cargo for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)
(At Reduced Rates.)
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"MOYUNE,"
C. H. Kemp, Commander, will be despatched as
above on SATURDAY, the 20th instant, at 5
P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 13th June, 1896. [924]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched as above on
WEDNESDAY, the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th June, 1896. [956]



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THE Chartered Steamer

"BALMORAL,"
Captain McRitchie, will be despatched for the
above Ports on or about the 7th July.
For Freight, apply to
NIPPON YUSEN KAISHA,
Hongkong, 12th June, 1896. [956]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.

THE Steamship
"HUPEH,"
Captain Quill, will be despatched on WEDNES-
DAY, the 17th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th June, 1896. [901]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"TEUCER,"
Captain Riler, will be despatched as above on
THURSDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th June, 1896. [904]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)
STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"GISELA,"
Captain Grison, will leave for the above places
on THURSDAY, the 18th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 12th June, 1896. [958]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"MONMOUTHSHIRE,"
Captain Evans, will be despatched as above on
or about THURSDAY, the 18th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 10th June, 1896. [966]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship
"WHAMPOA,"
Captain Newcomb, will be despatched on
FRIDAY, the 19th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th June, 1896. [940]

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FOR NEW YORK.
THE "100 A. I. American Iron Ship"

"T. F. OAKES,"
E. W. Reed, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 2nd May, 1896. [952]

FOR NEW YORK.
THE 3/5 L.I. American Ship

"LUCILE,"
Ballard, Master, will load here for the above
Port, and will have quick despatch.
For Freight, &c., apply to
CARLOWITZ & Co.,
Hongkong, 2nd May, 1896. [953]

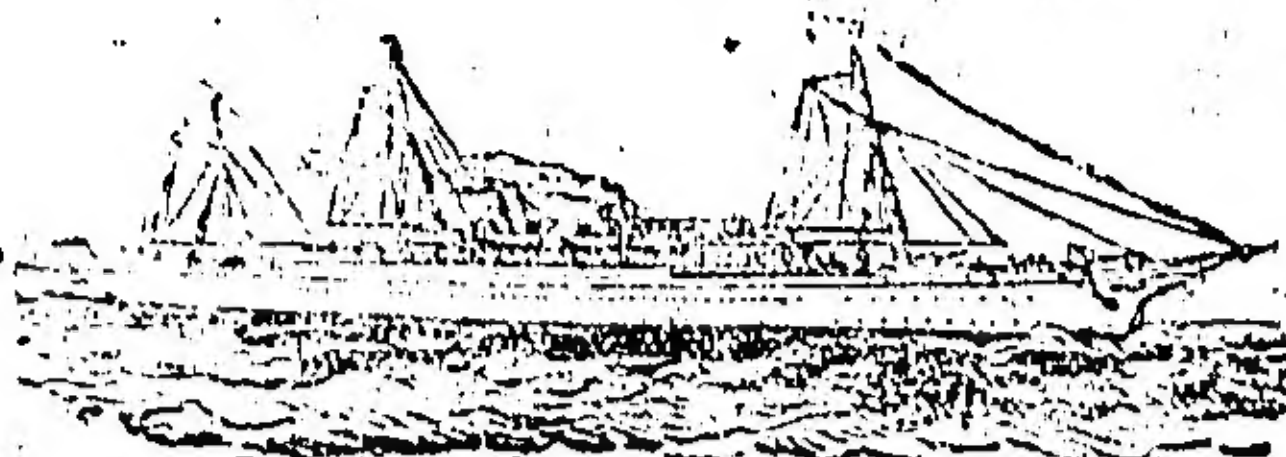
FOR SAN FRANCISCO.
THE 100 A. I. British Ship

"SOCOTRA,"
Robbs, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Hongkong, 21st May, 1896. [851]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 1st July.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of
Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Piddler's Street.

Hongkong, 10th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Amoy, Naga-
saki, Kobe, Inland Sea,
Yokohama and Honolu-
lu) Tuesday, 16th June,
at Noon.
Belle (via Nagasaki,
Kobe, Inland Sea, Honolu-
lu) Saturday, 4th July,
at Noon.
Coptic (via Nagasaki,
Kobe, Inland Sea,
Yokohama and Honolu-
lu) Tuesday, 21st July,
at Noon.

THE Company's Steamship

"DORIC"
will be despatched for SAN FRANCISCO, via
AMOI, NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA AND HONOLULU, on TUES-
DAY, the 16th June, 1896, at Noon. Connection
being made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in service of China, and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
en route.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th June, 1896. [2]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1896. [42]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship
"ROSETTA,"
Captain G. K. Wright, R.N.R., carrying Her
Majesty's Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 18th
June, at Noon, taking Passengers and Cargo
for the above Ports. The steamer connects at
Bombay with the S.S. "Thames," leaving that
port on the 10th July for London direct.
Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will be
transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. KITCHIE,
Superintendent.
Hongkong, 4th June, 1896. [425]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT.
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prins Heinrich Tuesday 23rd June.
Prinz Heinrich Tuesday 21st July.
Prinz Heinrich Tuesday 18th August.
Prinz Heinrich Tuesday 15th Sept.
Prinz Heinrich Tuesday 13th Oct.
Prinz Heinrich Tuesday 10th Nov.

ON TUESDAY, the 23rd day of June,
1896, at 9 A.M., the Company's Steamship
"PRINZ HEINRICH," Captain O. Caspersen,
with MAILED PASSENGERS, SPECIE AND
CARGO, will leave this Port as above, calling at
NAPLES and GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 20th June. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 22nd June, and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
22nd June. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs. and Parcels should not exceed Two Feet
Cube in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 30th May, 1896. [875]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and
WESTERN CITIES of the UNITED STATES and
CANADA and to Europe.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
DOCTOR AND STEWARDESSE carried.
HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma 2,549 Tuesday June 23.
Victoria 2,167 Saturday July 11.
Olympia 2,668 Wednesday July 29.
Bismarck 2,661 Sunday Aug. 16.
Tacoma 2,549 Thursday Sept. 3.
Victoria 2,167 Monday Sept. 21.

THE Steamship

"TACOMA,"
Captain T. A. Whittier, R.N.R., sailing at Noon,
on TUESDAY, the 23rd June, will proceed to
VICTORIA, B.C., and TACOMA, Wash., via
SEANGLA, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 6th June, 1896. [4]

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of Victoria, Hongkong.